

What are the next steps?

During the next several months, the NCDOT will determine the impacts of each detailed study alternative on the human and natural environments. An SDEIS will document these impacts. A corridor public hearing will be held to obtain public comment after the SDEIS is published. After the hearing, public comments will be incorporated, as appropriate, and the final document prepared. The final environmental impact statement (FEIS) will identify the LEDPA or preferred alternative for the Eastern Section Extension and will include the Eastern Section of the Winston-Salem Northern Beltway -- that is, from US 52 to US 311. A record of decision on the project will be issued by FHWA.

The following table shows the proposed timeline. This schedule is tentative and is subject to change.

Task	Time
Impacts Analysis	Fall 2001-Winter 2002
Supplemental Draft EIS	Spring 2002
Public Hearing	Summer 2002
Final EIS	Spring 2003
Final Decision by FHWA and project team	Summer 2003

If you have any questions about the Eastern Section Extension, please contact the project managers at the following locations:

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Newsletter
for Winston-Salem Northern
Beltway Eastern Section Extension

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The North Carolina Department of Transportation (NCDOT) is proposing to extend the Eastern Section of the Winston-Salem Northern Beltway between US 421/I-40 Business and US 311. This newsletter is the first in a series that will update you periodically about the engineering and environmental study for the planned Eastern Section Extension.

Why is this study needed?

The National Environmental Policy Act (NEPA) of 1969 requires that any project receiving federal funds take into account the potential impacts of the project on the human and natural environments. The Project Development and Environmental Analysis (PDEA) Branch of the NCDOT is working in conjunction with the Federal Highway Administration (FHWA) to make sure that federal transportation projects are developed in compliance with NEPA. The proposed Winston-Salem Northern Beltway Eastern Section Extension is a federally-funded project.

NCDOT has contracted with Kimley-Horn and Associates, Inc. to help develop a supplemental draft environmental impact statement (SDEIS) for this project. Overseeing the develop-

ment of the environmental impact statement for the Eastern Section Extension is NCDOT Project Manager Missy Dickens (see inset on the back page). Kimley-Horn's project manager is Larry Meisner (see inset on the back page).

A Citizens Informational Workshop will be held on November 1, 2001 at the gymnasium of Sedge Garden Elementary School. Drop by anytime between 4:00 PM and 8:00 PM.

What is the Eastern Section Extension?

The Eastern Section Extension would begin at the south end of the proposed Eastern Section of the Northern Beltway, at US 421 (I-40 Business), and would extend to the south to US 311. The study area for this project is shown on Figure 1.

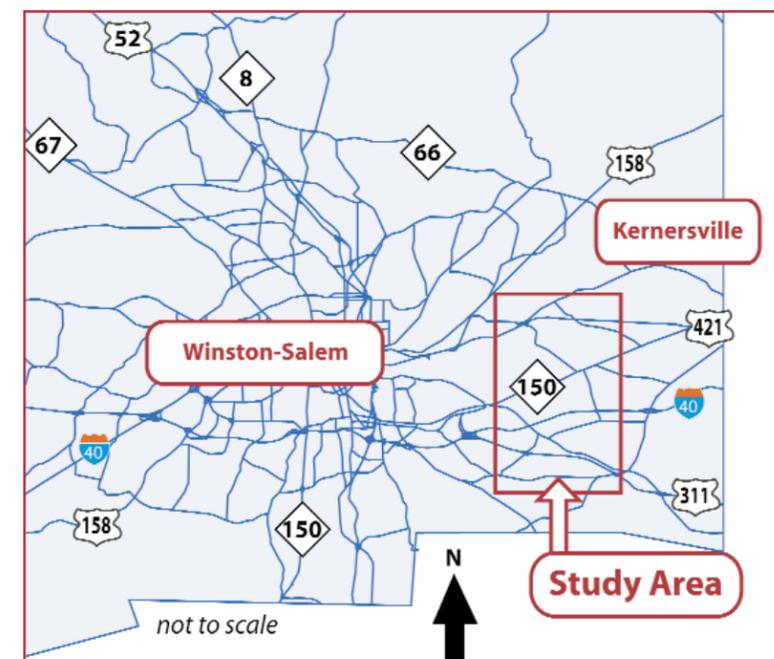


Figure 1

Newsletter
for Winston-Salem Northern
Beltway Eastern Section Extension

Why construct the Eastern Section Extension?

In 1996, the preferred corridor for the Eastern Section of the Winston-Salem Northern Beltway was selected. The proposed Eastern Section extends from US 52 north of Winston-Salem to US 421/I-40 Business on the east side of the city. However, ending the Eastern Section at US 421 left a "gap" in the Beltway between US 421 and US 311. Subsequently, this highway was identified as the future location of I-74. It is important to fill the "gap" because the Eastern Section and the Eastern Section Extension will not only provide a missing section of I-74 but also reduce traffic congestion and enhance highway safety along area roads, including US 52.

Why is a supplemental environmental impact statement being prepared?

In 1995, a draft environmental impact statement (DEIS) was released for the Eastern Section. Since the Eastern Section Extension is not an independent project, but an addition to a project for which a DEIS was already prepared, a supplemental DEIS is required. Once the SDEIS is complete, the Eastern Section plus the Eastern Section Extension will be one project, covered under one final environmental document and by one design public hearing.

What alternatives are being considered?

The NCDOT is considering six alternative locations for the Eastern Section Extension as shown in Figure 2 on page 3. These six alternatives reflect combinations of three options for the roadway north of I-40 Bypass and two options for the roadway south of I-40 Bypass. Each alternative shown on the map represents a study corridor 1,200 feet wide. The actual right-of-way needed for the freeway is about 300 feet.

When will the Eastern Section Extension be built?

The right-of-way acquisition and construction for this project are not included in NCDOT's 2002-2008 Transportation Improvement Program (TIP). This means that funding will be set aside in the future, and right-of-way acquisition and construction will begin after 2008.

How are we involving other governmental agencies?

Federal, state, and local agencies play an active role in the development of transportation projects. In 1997, procedures were implemented which offer Federal and state environmental regulatory and resource agencies the opportunity to provide input into transportation decision-making throughout the project development process. The agencies involved in this project include the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and

Wildlife Service, N.C. Department of Environmental and Natural Resources (Division of Water Quality and Wildlife Resources Commission), N.C. State Historic Preservation Office, and the Winston-Salem Metropolitan Planning Organization.

The NCDOT, the FHWA, and these agencies review, evaluate, and agree upon major project decisions. The agreements, or points of concurrence, answer certain questions:

- **Concurrence Point 1:** Purpose and need. *What transportation problem are we trying to solve?*
- **Concurrence Point 2:** Detailed study alternatives. *Which possible solutions deserve thorough investigation?*
- **Concurrence Point 3:** The selection of the "least environmentally damaging and practicable alternative" (LEDPA), or preferred alternative. *What is the best solution to the problem, giving fair consideration to all issues involved?*
- **Concurrence Point 4:** Avoidance and minimization of impacts. *How can we lessen the impacts of the LEDPA, or the preferred alternative, on the environment?*

The first two points have been agreed upon by the agencies, which means that the alternatives shown in Figure 2 reflect collaborative efforts of the agencies listed above.

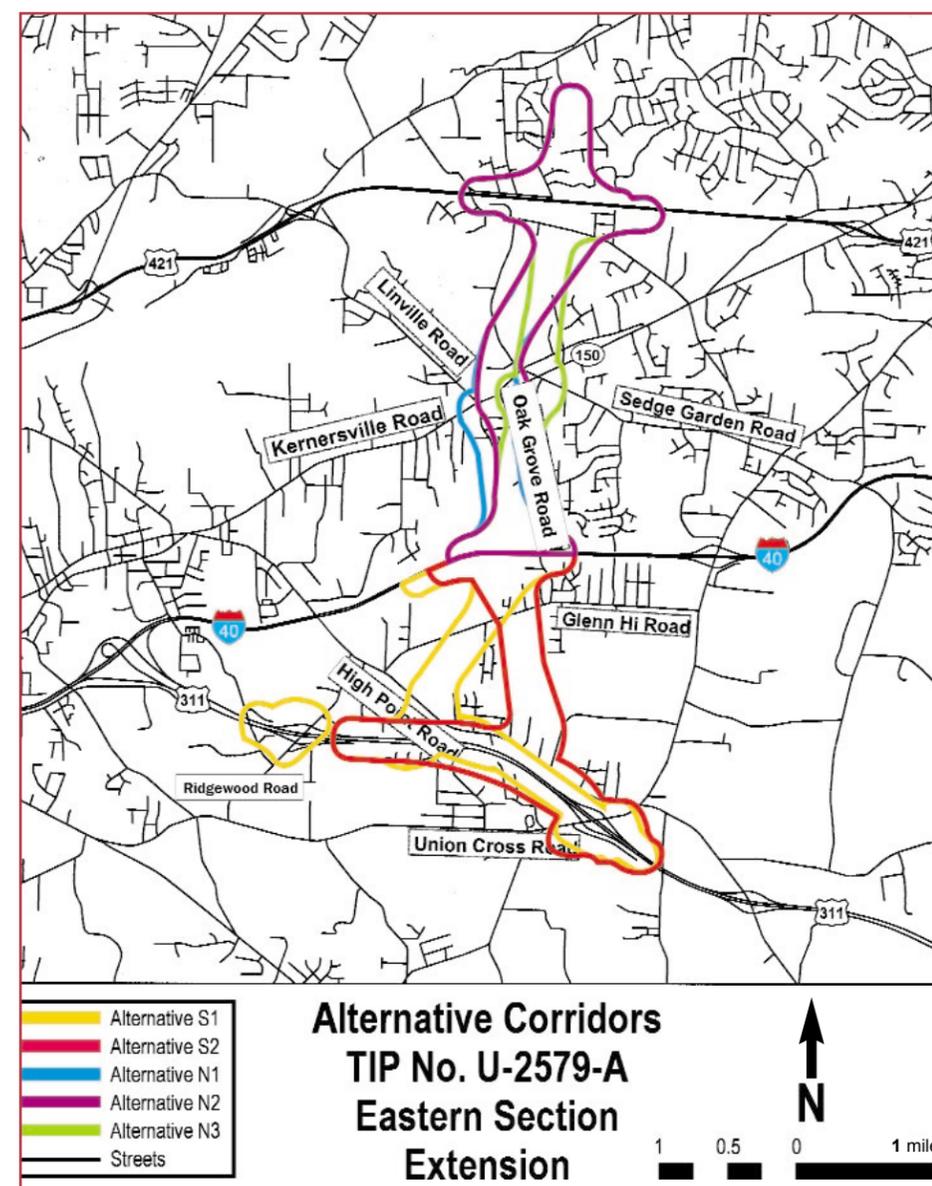


Figure 2

How do we involve you?

Because you will be affected by the end product, your participation is critical in the development of a successful transportation project. You can learn more about the Eastern Section Extension by attending a Citizens

Informational Workshop scheduled for November 1, 2001 at the gymnasium of Sedge Garden Elementary School. Drop by anytime between 4:00 PM and 8:00 PM. NCDOT representatives will be available to show you displays, answer your questions, listen to your comments about the project, and add your name to the project mailing list.

Subsequent newsletters will be sent to everyone on the mailing list. These newsletters will let you know about the project development process and announce workshops where you can come and voice your opinions. To add your name to the project mailing list now, contact the project managers today (see the inset on the back page).